

**MINUTES OF THE MARINE ADVISORY BOARD  
100 NORTH ANDREWS AVENUE  
8<sup>TH</sup> FLOOR CONFERENCE ROOM  
FORT LAUDERDALE  
THURSDAY, JUNE 5, 2008 – 7:00 P.M.**

<b><u>Board Members</u></b>	<b><u>Attendance</u></b>	<b>Cumulative Attendance 5/2008 through 4/2009</b>	
		<b><u>Present</u></b>	<b><u>Absent</u></b>
John Terrill, Chair	P	1	0
Barry Flanigan, Vice Chair	P	1	0
Rick Schulze	A	0	1
Mark Swenson	P	1	0
Randolph Adams	A	0	1
Alec Anderson [7:20 pm]	P	1	0
John Baker	P	1	0
John Custer	A	0	1
Bob Ross	P	1	0
Lisa Scott-Founds	P	1	0
Stephen Tilbrook	P	1	0
Michael Widoff	P	1	0
Eugene Zorovich	P	1	0

**Staff Present**

Jamie Hart, Supervisor of Marine Facilities  
Andrew Cuba, Manager of Marine Facilities  
Cate McCaffrey, Director of Business Enterprises  
Matthew Domke, Downtown Facilities Dockmaster  
Levend Ekendiz, Intracoastal Facilities Dockmaster  
Sgt. Andy Pallan, Marine Police Unit  
Brigitte Chiappetta, Recording Clerk, Prototype, Inc.

**I. Call to Order/Roll Call**

Chair Terrill called the meeting to order at 7:10 p.m. It was determined that a quorum was present.

**II. Approval of Minutes – April, 2008**

Mr. Tilbrook asked that the Conflict of Interest form that he submitted at the April, 2008 meeting be attached to back of the minutes. Mr. Hart advised that he would take care of doing so.

**Motion** made by Mr. Ross, seconded by Mr. Zorovich, to approve the minutes of the April 3, 2008 meeting of the Marine Advisory Board. In a voice vote, the motion was approved unanimously.

**III. Marine Advisory Board Election**

• **Chair**

Chair Terrill asked if there were any nominations for the position of Chair of the Marine Advisory Board. Mr. Baker nominated John Terrill for Chair. Finding that there were no additional nominations for Chair, Mr. Widoff moved to close the nominations, seconded by Mr. Baker. In a voice vote, John Terrill was appointed as Chair of the Marine Advisory Board.

• **Vice-Chair**

Chair Terrill asked if there were any nominations for the position of Vice-Chair of the Marine Advisory Board. Ms. Scott-Founds nominated Barry Flanigan for Vice-Chair. Finding that there were no additional nominations for Vice-Chair, Mr. Widoff moved to close the nominations, seconded by Mr. Baker. In a voice vote, Barry Flanigan was appointed as Vice-Chair of the Marine Advisory Board.

**IV. Introduction of New Board Member**

• **Mark Swenson**

Chair Terrill introduced new Board member, Mark Swenson, and asked that he share his background with the Board. Mr. Swenson advised that he is currently a financial advisor with UBS in downtown Fort Lauderdale. Previously, he served as a boat captain for dinner cruise boats in the mid-west. Then in Florida, he was a captain for private yachts, as well as harbor captain for a boat manufacturing company. Mr. Swenson stated that he keeps active a 50-ton Master Coast Guard License, he is a property owner on the Intracoastal Waterway, and as such, he has a vested interest in the waterways of Fort Lauderdale, and looks forward to being a member and serving on this Board.

**V. Waterway Crime & Boating Safety Report**

Sgt. Pallan from the Fort Lauderdale Police Marine Unit reported that May was a good month with nice weather and heavy boating traffic. One minor boating accident was reported to the police, where a man accidentally ran into a docked boat on the south fork of the New River, while he was attempting to fix his radio under his console. There was \$1,500 damage estimated.

Sgt. Pallan reported that there were two burglaries to boats unrelated to each other. One involved some expensive fishing poles that were left out over night and another involved a laptop and camera left on the back deck of a boat.

Sgt. Pallan also reported that there was one boat, a 29-ft. Shamrock that was stolen from the New River. It was recovered 3 days later, but it was completely stripped. The boat was taken during the night, tailored away and then dumped. Sgt. Pallan indicated that, other than this one incident, it was a very good month.

Mr. Flanigan advised that he witnessed an incident on the river where two 35-foot boats were being towed. It was a Saturday afternoon, and there was a lot of traffic. Coming up the river was a Bradford Marine tug forward and stern, bringing a yacht down the river. Mr. Flanigan stated that the men coming up the river were obviously not experienced to be towing something at that time of day, and he they hit the yacht. Mr. Flanigan reported that he called Bradford Marine the next day and offered to be a witness, but wondered if this ever got to the attention of the police.

Mr. Flanigan admitted that this incident underscored the need for additional monitoring on the river, by asking people to monitor the commercial traffic, and make a security call to exit the river or come up the river. He indicated that it is not just Channel 16, but that it is also Channel 9. He felt that if this was being monitored, it would have been known there was a large vessel being towed down the river. It occurred just south of Mr. Hart's office where things narrow down. Mr. Flanigan asked Mr. Hart what has to be done to get markings. Mr. Flanigan stated that all the commercial traffic is on Channel 9.

Sgt. Pallan responded that the City can put up signs, such as informational signs, as he is currently putting one up at the entrance of Lake Sylvia. Sgt. Pallan offered to speak with City Engineering and then report back next month.

[Mr. Anderson arrived at 7:20 p.m.]

At this time, Chair Terrill asked City Marine Facilities staff present to make self-introductions.

**VI. DRC Amendment / Lauderdale Marine Center Expansion / DRC Case No. 03-R-06**  
• **Dodie Keith-Lazowick**

Mr. Hart advised that the matter before the Board was an amendment to a Development Review Committee (DRC) requirement due to some corrections that need to be made. Dodie Keith, President of Keith & Associates, advised that they are the Civil Engineers for this project and have been associated with this project for more than 15 years. Ms. Keith introduced Traci Scheppske, Lead Engineer, who has worked on this project for those 15 years. Ms. Keith stated that they were intimately familiar with this new

development to be discussed tonight, as well as the west yard and everything that has transpired in the facility since they have been involved in upgrading the facility.

Ms. Keith then indicated that the following members of their team were present this evening to facilitate answering all questions that the Board may have concerning the project:

- Mike Vonder Meuler, Lead Planner, Keith & Associates
- Mark Pratt, Manager, Lauderdale Marine Center
- Dave Zelch, Architect for the project
- Gary Longchamp, Lauderdale Marine Center
- Compliance Officers for the facility

Ms. Keith provided a PowerPoint presentation at this time.

Ms. Keith advised that nothing has been done to encroach into the channel in the New River, or anything that would change the river bottom or would obstruct any existing marine activity.

Ms. Keith showed how the site appeared when it was purchased, having a number of covered wet slips. She pointed out the structure in question that was removed and dismantled, consisting of approximately 38,000 sq. ft. Another structure was deemed to be structurally sound and was kept and refurbished, having been completed. Another structure, consisting of approximately 37,000 sq. ft. was removed and is not being replaced. This structure contained wet slips which were given up as a part of redevelopment. Ms. Keith advised that there was extensive site clean-up required, costing well over a half million dollars.

Ms. Keith explained that this matter is before the Marine Advisory Board this evening due to a Stop Work Order. She remarked that this matter came before this Board previously. The site plan was approved in 2006, after a 1-1/2 year process. Ms. Keith contended that everything on the site was approved and is in order with the approved 2006 site plan, with the exception of one boat shed canopy cover. This boat shed canopy cover will be the focus of tonight's presentation.

Ms. Keith explained that the canopy cover will not create any additional traffic or parking issues. The recorded plat accommodated 13 covered boat slips in the plat restriction. Ms. Keith stated that it was always the intention to replace the structure and the covering of those slips. It was an error of the design team that occurred within the 1-1/2 years it took for the site plan approval. Ms. Keith explained that over that time period, items went on and off the site plan, and it was mistakenly omitted from the final site plan that was approved by Planning & Zoning. It was then missed during the permitting

process; the contractor didn't realize it was missing; and the City Building Department did not catch the omission, even issuing building permits without the cover. The permit to construct was provided and all the permits for the cover were obtained through the DEP, Broward County, Army Corps of Engineers, and City of Fort Lauderdale.

The error was that the actual location of it was not shown on the site plan, and the elevations for it were not included in those documents.

Ms. Keith recounted that as the structure began coming out of the ground, some of the residents noticed it was not on the footprint, and called attention to the City. The City contacted the applicant and advised that a Stop Work Order would be forthcoming, and it would be necessary to go through a site plan modification process.

Ms. Keith again referenced the PowerPoint presentation while showing the layout of the property. Ms. Keith stated that the Applicant's immediate east neighbor is Riverbend Marina, which adjoins the property. The immediate north neighbor is Pier 17, which was recently approved by the City of Fort Lauderdale, providing a 65-ft. tall boat storage facility that will be privately owned. Lauderdale Marine Center is more of a maintenance/general use facility that is open to the public.

Ms. Keith further explained that to the south of the property is River Oaks Association. With the approval of this site plan, there is a 200-ft. corridor of a no-work zone that was deemed as a buffer to the residents to the south. The building itself is set back 195 feet from the property, and there is a 200-ft. corridor where no work will be done near this neighborhood.

The homes that are most affected are more than 800 feet away from the shed that is being discussed this evening. Ms. Keith advised that the applicant has met with the River Oaks Association last month, and they did not take a vote in support or opposition, but instead ask the residents that have concerns to attend meetings and express their concerns individually. Ms. Keith asserted that the applicant was attempting to work with them and meet with them next week to try to resolve some of the neighborhood compatibility issues, and then will have to move through DRC and Planning & Zoning.

Ms. Keith confirmed that the Applicant had met with Shady Banks to the north at their association meeting last night, when they voted to provide a letter of non-objection and will defer any issues to the Association to the south, which is River Oaks.

Ms. Keith reiterated that the only thing for consideration is the shed which is just over 40,000 sq. ft.; it covers the existing 8 slips that are permitted; and it is 73-ft. high at its

crown, sloping down to 53-ft. at its sides, which is well within the Code which allows 150-ft. The Applicant maintains that the 171-ft. waterway width of the New River will not be encroached in any way.

Ms. Keith explained that when the Stop Work Order was received, the structure was taken to a point where it was structurally stable so that the steel was sound in the event of a storm. Therefore, the framework has been completed, but no siding has been installed. Ms. Keith then showed a computer generated depiction of what the structure would look like with the siding on it that had been planned. The siding on the side closest to Riverbend Marina is planned to come all the way down and will act as a buffer between the properties. This part of the facility will be clean storage and no work will be done in this shed.

Ms. Keith confessed that the homeowners have expressed dissatisfaction with the structure with a blue cover. The applicant is looking at changing the architecture of the structure or perhaps adding some color, and will work through these issues with DRC, Planning & Zoning and the neighbors to try to work through those neighborhood compatibility issues. The Applicant has contacted Riverbend Marina and is discussing the possibility of adding landscaping in their marina. Ms. Keith expressed that all options will be considered.

Ms. Keith advised that in October of 2007, Lauderdale Marine Center was the 150<sup>th</sup> marina in the State of Florida to receive the Clean Marina Award, and the 28<sup>th</sup> marina to get a Clean Boat Yard designation. This is a very significant accomplishment.

Ms. Keith announced that Lauderdale Marine Center is in complete compliance with Broward County's Best Management Practices for Marinas. There is full-time (24-hour) security and compliance officers on staff at the Marina. Live-aboards and hours of work are all restricted and maintained on the site.

Ms. Keith expressed that the Applicant is here before this Board tonight to request a vote for support, or at least a vote of no objection, for the Applicant to move forward, knowing that the next step is DRC and then Planning & Zoning, while working through the neighborhood compatibility issues which have not yet been resolved.

Chair Terrill opened the matter to questions from the Board. At this time, disclosures were made by the Board. Chair Terrill stated that he felt it important that Board members get on site when they can to take a look at what is being proposed, and to speak to the Applicants and to the neighbors.

Mr. Flanigan expressed that despite the amount of activity at the Lauderdale Marine Center, for it to receive and maintain the Clean Boat Award should be recognizable. He stated that this is a large site, which is often more difficult to maintain, and he found no impairments to what was previously approved by this Board as to the marine uses and the other intended uses upon visiting the site.

Chair Terrill requested that questions be addressed to the Applicant at this time, then the matter will be opened to the public for comments, and then the Board will have its deliberations.

Mr. Tilbrook asked if the siding was currently on the structure, and Ms. Keith confirmed that the siding was not currently on the structure and that it will not go on until approval is obtained from Planning & Zoning. Ms. Keith explained that the presentation showed the structure with photo enhancing, but that it was merely a steel skeleton at this time.

Mr. Tilbrook asked if there was any room on the eastern exposure of the structure to plant landscaping. Ms. Keith advised that there is not and that is why the Applicant was meeting with Riverbend Marina to request landscaping on their property line.

Mr. Tilbrook asked if there would be any signage on the eastern side of the structure, and Ms. Keith responded that there will be no signage on the face of that building at all, and that it would be fine to have a restriction to that effect.

Chair Terrill having noted no further questions of the Board, opened the public hearing.

Bianca Brian stated that she had a Petition in her possession from some of the homeowners. She advised that Michael Webb initially questioned the structure, as it was not on the plans. Both Commissioner Hutchinson and Anthony Fajardo were contacted and questioned. However, because neither of them responded, Greg Brewton was next contacted. Mr. Fajardo did finally confirm that the structure was not on the site plan, several more days having passed. Ms. Brian was emailed by Valerie Bohlander that a Stop Work Order was issued on April 11, 2008.

Ms. Brian showed numerous photographs of the Lauderdale Marine Center from the point of view of the homeowners across the river, showing the structure at various points in its construction. Ms. Brian stated that the structure is massive and that she has no view of the skyline from her home. She also advised that the Applicant did not come to the homeowners' association to advise they were going to build the structure, and that she was not in support of the structure.

Michael Madfis, President of River Oaks Civic Association, referenced a long history with the Lauderdale Marine Center, most of which was good, having seen the site improved tremendously. There are about a dozen homes that look upon this structure. There are a lot of bad feelings about how this structure came to be built, and questions as to why this could not have been resolved before the building came out of the ground. Mr. Madfis commented that perhaps there should be some consideration by this Board of the forthcoming DRC comments.

Robert Gargano, a property owner, showed a drawing of the Applicant's property in relation to the neighbors. He expressed that there were neighbors vehemently opposed to the structure, which is almost an acre in size, and 75-ft. high. Mr. Gargano stated that he feels it appalling that this structure went forward, and requests that it be removed as he feels it is not neighborhood compatible. Mr. Gargano opined that if the Applicant had gone through the proper process for this structure, it would have never been approved.

Frank Herhold, representing the Marine Industries Association of South Florida, reiterated that this site had improved significantly. He expressed that the Lauderdale Marine Center takes compliance very seriously. Mr. Herhold advised that he was on the inspection team that led to the Applicant's designation as the 150<sup>th</sup> Clean Marina, for which the Governor's office was represented, the Department of Environmental Protection was represented, and stated that this was very significant, especially for a property of that size.

Mr. Herhold stated that boat yards are the core of the City's marine industry and that without the boat yards, Fort Lauderdale will not have the large boats or the mega yachts that currently visit this city. He advised that 5 years ago there were 19 boat yards and that now there are 13, this marina being the crown jewel. Mr. Herhold asked the Board to help the Applicant correct this error.

David Fisher, resident and neighbor of Mr. Gargano, agreed that the boat yard looked much better up until the structure went up. Mr. Fisher showed a photograph of his current view of the structure from his back patio, and stated his concern that he will lose his view completely once the siding is installed. Mr. Fisher expressed that he was not in favor of this building.

Finding no further public wishing to speak, Chair Terrill closed the public hearing.

Mr. Ross asserted that the Citrus Isles were built in the early 1950's and that Lauderdale Marine Center had been there since the 1930's. Therefore, when anyone built or purchased a home in that area, they were already aware of a preexisting marina.



As such, it should be expected that the marina would one day expand. Mr. Ross expressed that the Lauderdale Marine Center is a huge asset to the City of Fort Lauderdale and to the marine industry, and that they are within their rights to build this facility. He understands that the neighborhood might not like their view, but that they already knew there was a marina there when they bought their homes.

Mr. Anderson asked how long this property has been zoned industrial, and whether it has ever been anything but industrial. Mr. Hart indicated that he is not certain, but he believes that the zoning has not changed there under the Uniform Land Development Regulations (ULDR), but that it has always been zoned for marine use. He expressed that it is obvious that there is no neighborhood compatibility, and while he feels for the community around there, this has been a boat yard for a very long time. Further, Mr. Anderson questions whether this Board should be considering neighborhood compatibility and whether it is within this Board's purview.

Chair Terrill affirmed that the City of Fort Lauderdale has asked this Board to consider this application, this being the first step of several more, before going to DRC and Planning & Zoning.

Mr. Tilbrook questioned whether the Applicant had performed an analysis to confirm that the building is in compliance with current zoning, and Ms. Keith explained that this matter has been submitted to DRC, where it is currently under review, and she believes that they are fully compliant with all zoning regulations in place. Ms. Keith advised that the City expressed that there will be a great deal of discussion as to the siding of the building once the matter is before DRC and Planning & Zoning.

Mr. Tilbrook asked if there was a setback on the east side of the property. Ms. Keith responded that the zoning was a zero setback and that the two industrial marinas come together at that place. Ms. Keith confirmed there was a zero setback along the channel as well.

Mr. Flanigan stated that it was unfortunate that the letters and telephone calls were not returned by the City earlier, and that this does not speak well on behalf of people that should have responded earlier. Mr. Flanigan confirmed that the work on the structure continued after the Stop Work Order because the building needed to be brought into hurricane season compliance. He feels this is a matter for DRC and Planning & Zoning is convinced that this was not done by intent.

Mr. Tilbrook expressed that he understands the significance of this boat yard to the marine industry of Fort Lauderdale, so he will support the parties coming together for a compromise to have a shed facility at this location. He hopes that an improvement can

be made to the proposed facility as it does have an impact on the neighborhood, and feels the neighborhood has some legitimate concerns.

Chair Terrill commented that he had been to the facility many times and is particularly impressed by the Clean Marina and Clean Boat Yard designation. This is not an easy designation to get and, as such, felt like standing up and applauding. Chair Terrill feels the boat yard is a great example of what is happening that is good in the marine industry. Chair Terrill expressed that historically, the property has always been a marina and that there were not many homes that were in the area when the marina first went in.

Chair Terrill asked if there was a shed at the same location on the property when the marina was first opened. Ms. Keith displayed a slide from 1946 that shows the shed, in addition to other sheds, and only two homes near the property.

Mr. Tilbrook questioned the height of the original shed, and Ms. Keith stated that she believed it was somewhere between 35 to 37 feet tall. Ms. Keith explained that historically the boats were much smaller vessels at that time.

Chair Terrill asserted that this marina and its sheds have been in existence at this location before most of the residents moved into their homes. The shed is 73-feet in height, but the Applicant is allowed to go up to 150-feet as per the current zoning. The reason for the 73-ft. height is very important and has to do with the size of the boats and the height of the boats that are currently all over town and coming here and creating jobs for this area.

Chair Terrill contended that it does not seem to be "neighborhood friendly" at all when one moves into a new house and then suddenly does not like the neighbor that was there before they moved in. Chair Terrill opined that this facility is not dramatically changing from what it always was.

**Motion** made by Mr. Tilbrook, seconded by Mr. Anderson, to recommend approval of the proposed boat shed with a condition that the Applicant work with the neighborhood and Staff to improve the architectural style.

Chair Terrill opened the motion for discussion.

In a roll call vote, the motion was passed **unanimously (10-0)**.

## **VII. Report – Broward County Marine Advisory Committee**

There is no report this evening as the Board member reporting on behalf of the County is absent.

## **VIII. Old/New Business**

Mr. Hart reported from the May 6, 2008 Commission Meeting that there were two items that were approved:

- 1) Three (3) Fine Grant applications had to be submitted by June 2, 2008:
  - a. \$120,000 grant for design consultant fees for the SE 15<sup>th</sup> Street boat ramp improvement project. These improvements are long overdue for proposed paving and drainage, in addition to a new police building with an educational component for boating safety, as well as new police docks, new fish cleaning stations in the gazebo area, and landscaping.
  - b. Remaining funds of \$500,000 are needed for the floating dock project for the five priority sites in order to keep this project on track.
  - c. \$200,000 matching grant from Broward County to place three boat launching facilities at Cooley's Landing.

This Board will be presented with these projects as they get further in their design. A consultant is working on all of these proposed projects; however, Cooley's Landing is being handled by the City's Engineering Staff.

- 2) 915 Cordova Road did get approved by the City Commission, although there were stringent criteria, including the recommendation made by Mr. Tilbrook.

Chair Terrill announced that next month's Marine Advisory Board meeting would be Wednesday, July 9, 2008, rather than July 3<sup>rd</sup>, and will begin at 7:00 p.m. Mr. Hart asked if any of the Board knew at this time that they would not be able to attend this meeting. Mr. Tilbrook stated that there was a good chance he would not be in attendance.

Chair Terrill expressed that it is incredibly important for the Board members to let Mr. Hart know if they are going to be absent, in order to avoid an Applicant unnecessarily having to prepare, obtain representation, and come to a meeting when there was not a quorum present.

Mr. Anderson asked for the best phone number to call if running late to a meeting. Mr. Hart indicated that he would provide his cell number to the Board.

Ms. Scott Founds advised that the Winterfest Board of Directors held a planning session this past weekend and have reaffirmed that the next Boat Parade will be started in downtown Fort Lauderdale. She advised that the Committee was working with Andy Pallan and other law enforcement agencies to try to reconstruct the actual procession, because there were a lot of gaps last year. The Committee would be looking at any advice and any ideas from the community. Ms. Scott Founds announced that an overwhelming number of people have been calling Winterfest to make sure that the boat parade will be starting in downtown Fort Lauderdale. Ms. Scott Founds acknowledged that this event involves a lot of work, but that it could not be done without the assistance of Andy Pallan and the entire law enforcement team.

Ms. Scott Founds asked if it would be possible to move the Marine Advisory Board meetings to 6:00 p.m., instead of 7:00 p.m., in order to go directly to the meeting after leaving work. Chair Terrill commented that he had brought this up previously himself. For some on the Board the 7:00 p.m. time works really well, but for others it may be terrible. Personally, Chair Terrill would welcome moving it up. Chair Terrill requested comments from the Board as to their preferences.

Mr. Hart advised that the time can be moved if there is a majority vote and the time slot is available for the room. Mr. Baker suggested that the entire Board be present to comment and vote on such a time change. Mr. Hart suggested that this be placed on next month's Agenda and he agreed to find out what time slots were available, if any. Chair Terrill agreed this would be placed on the July Agenda.

Mr. Herhold, on behalf of the Marine Industries Association, advised that next Tuesday at 10:00 a.m., they are holding their Annual Hurricane Flotilla Meeting. Traditionally, the Chair of the Marine Advisory Board attends this meeting, as well as the Staff. The bridge tenders and the marine units are brought into the Meeting and everyone goes over a plan that is very tried and true. Mr. Herhold explained that bridges will be locked down 8 hours in advance of hurricanes. The Association tries to trigger the hurricane flotilla a day or two before that time period, wherein boats at the base of the New River are taken under police escort. Marine units radio ahead and the bridges open for 30

boats instead of one boat at a time. Mr. Herhold advised that this has worked well in the past.

Mr. Herhold indicated that Ms. Scott Founds will also be in attendance at the meeting to speak on the success of the Boat Parade coming down the New River. Mr. Herhold complimented and thanked Ms. Scott Founds for being very, very much an advocate for Broward's Marine Industry and family recreational boating.

Mr. Tilbrook asked for an update on NE 20<sup>th</sup> Avenue, as he is concerned about the City's rezoning process and the fact that one of this Board's stop waivers (Sundream Yacht Charters) has gotten clogged in the process. This Board had recommended a waiver for approval and the matter has been held back from the Commission. Mr. Tilbrook asked for information as to what is happening there.

Mr. Hart advised that there is some fact gathering that has to be done, but that he does not really know exactly where the issue stands at this moment. Mr. Hart stated that he could be prepared to report on this at the next meeting.

Mr. Tilbrook expressed that he was concerned. Mr. Hart indicated that this would most likely not happen overnight as ordinances take some time.

Mr. Zorovich stated that he feels the entire NE 20<sup>th</sup> Avenue should be rezoned. There were homes doing commercial business right now that are going to be left in the cold.

Mr. Tilbrook indicated that there were people that had applications that have been acted on by this Board, but were being held up. Mr. Flanigan ventured that this was not due to rezoning issues, but because they are most likely looking at the adjacent property and the intended use.

Mr. Zorovich asserted that there are several properties that are zoned RS8 that are using the property as commercial. His suggestion would be to rezone the entire area from beginning to end.

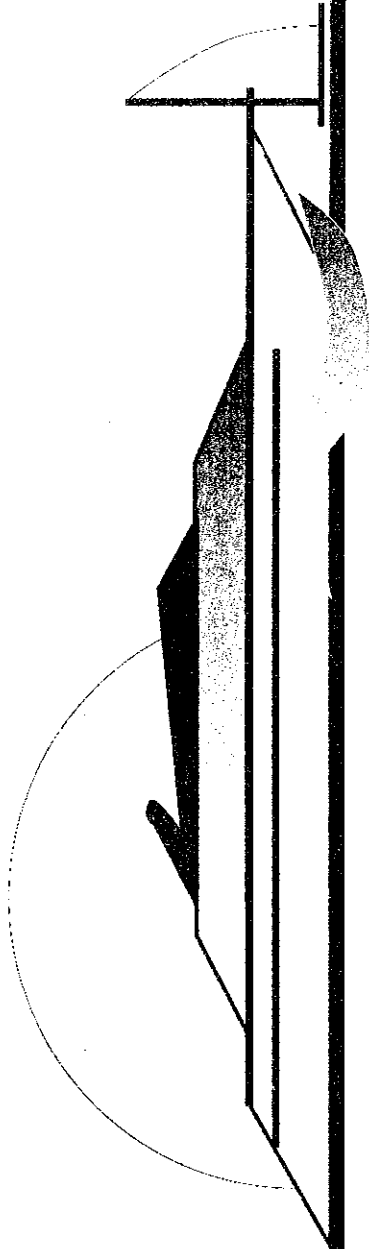
Chair Terrill asked for Mr. Hart to place an update on this matter on next month's Agenda. Mr. Tilbrook suggested having someone from the City Attorney's office or Zoning Department come to the meeting to advise the status of this matter.

Chair Terrill voiced concern that something is being done, even though the Board was informed by Planning & Zoning that nothing was being done, however, it is not clear what is actually happening and that it is not public.

Ms. Keith disclosed that the largest boat to come up the New River will be coming this month, being a 183-ft. boat.

**IX. Adjournment**

There being no further business before the Board, the meeting was adjourned at 8:32 p.m.



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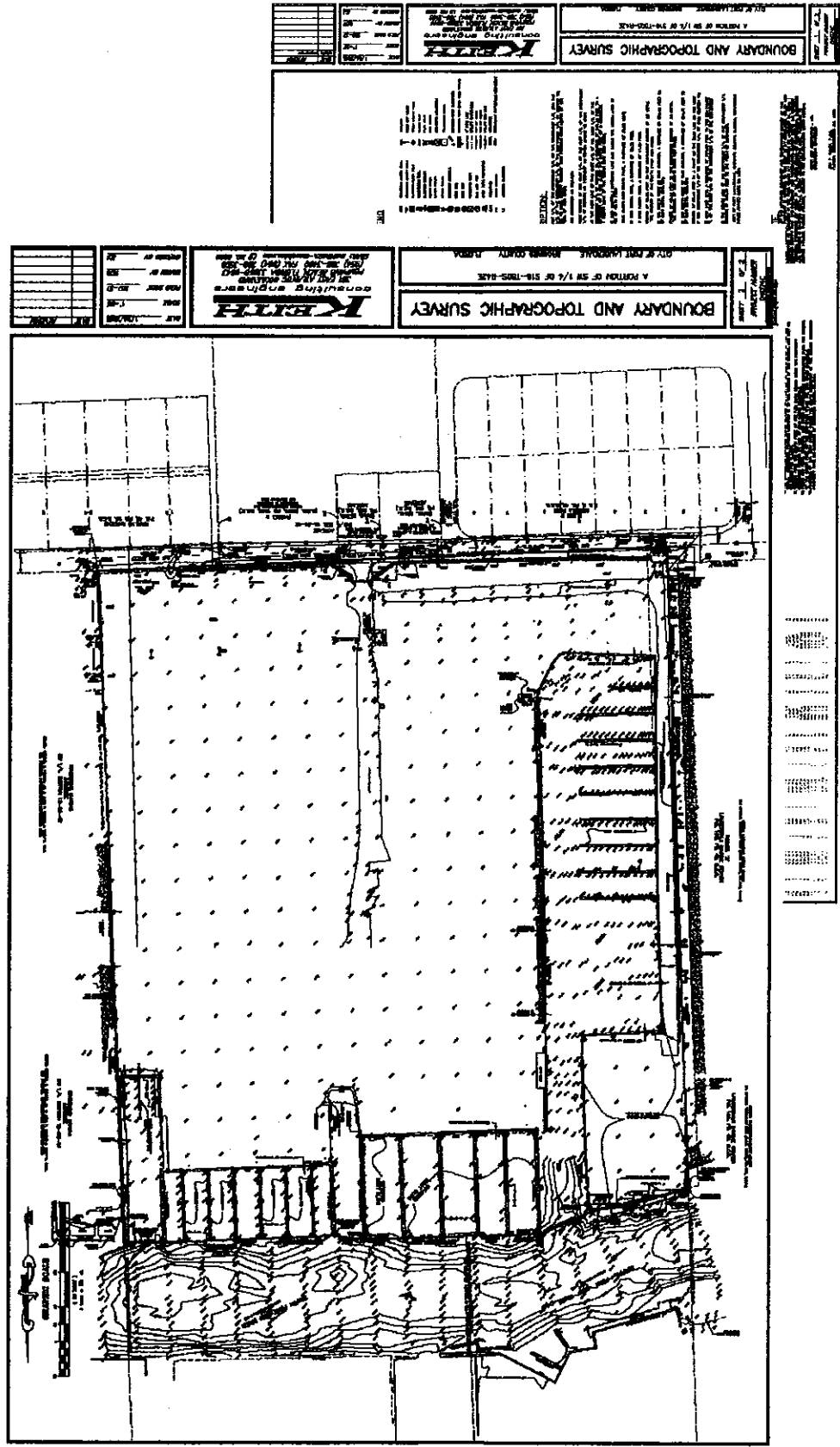
# LAUDERDALE MARINE CENTER

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**East Yard Partners, Inc.**  
**Wet Slip Boat Canopy Application**

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**LAUDERDALE MARINE CENTER**







LAUDERDALE MARINE CENTER

## HISTORICAL INFORMATION

### Original Covered Wet Slips – Broward Marine

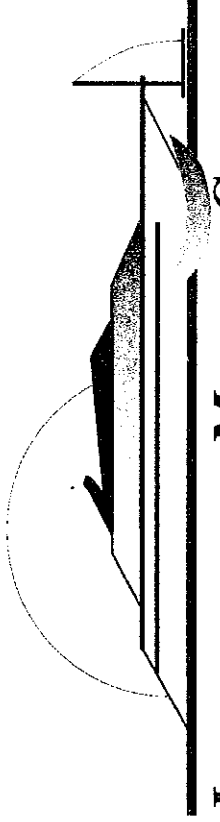
38,653 sq feet  
(to replace)

39,500 sq feet  
(existing)

37,881 sq feet  
(removed)

Extensive Site  
Cleanup  
\$500,000





**LAUDERDALE MARINE CENTER**

## **STOP WORK**

**STOP WORK 04/11/08**

**CURRENT SITE PLAN  
APPROVED 10/18/2006**

**PARKING / TRAFFIC**

**INFRASTRUCTURE**

**LANDSCAPING**

**BULKHEAD CONFIGURATIONS**

**5 WET SLIPS COVERED**

**200' RESTRICTED WORK BUFFER AREA**

**171 'WIDTH OF WATERWAY**

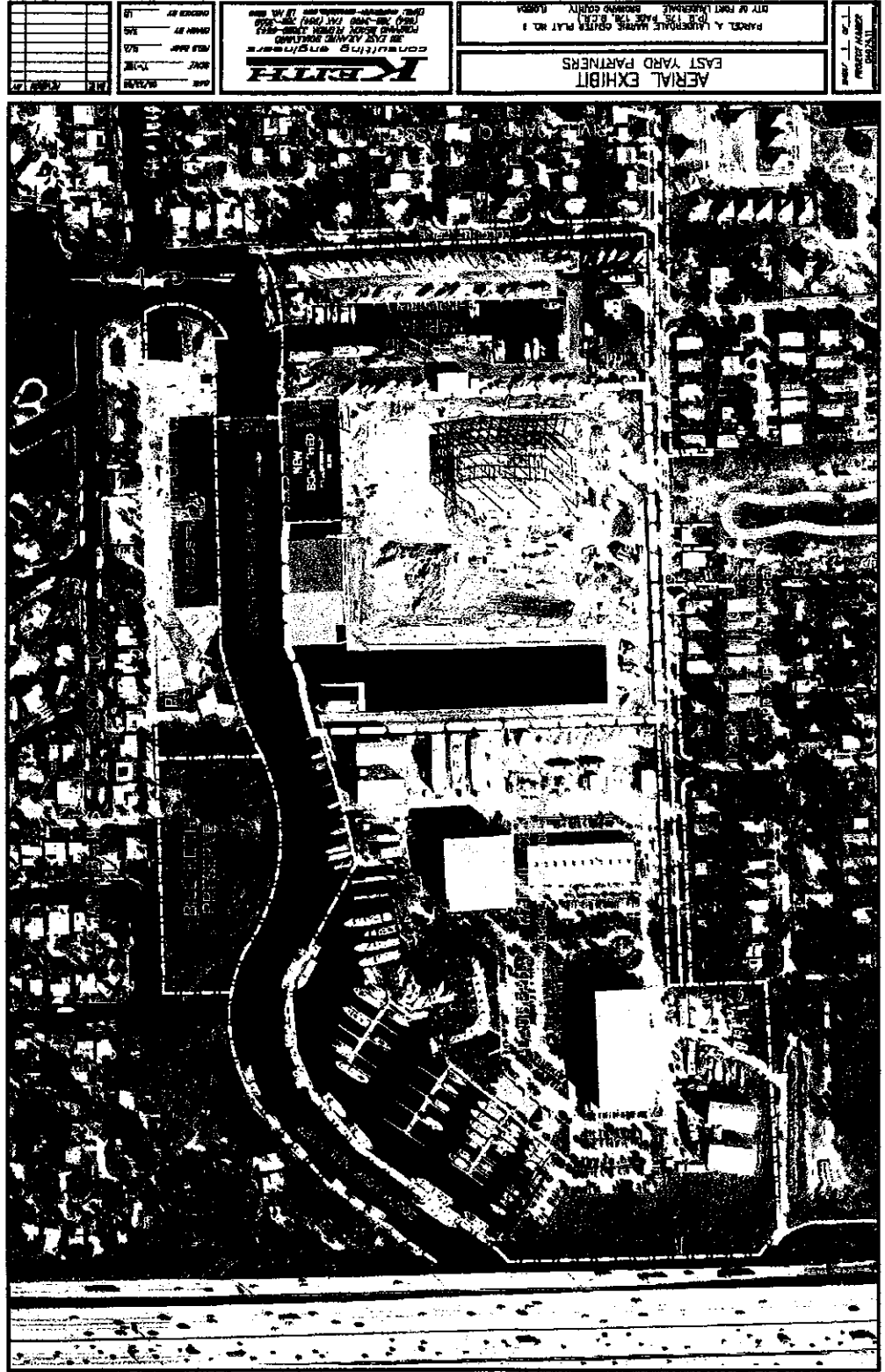






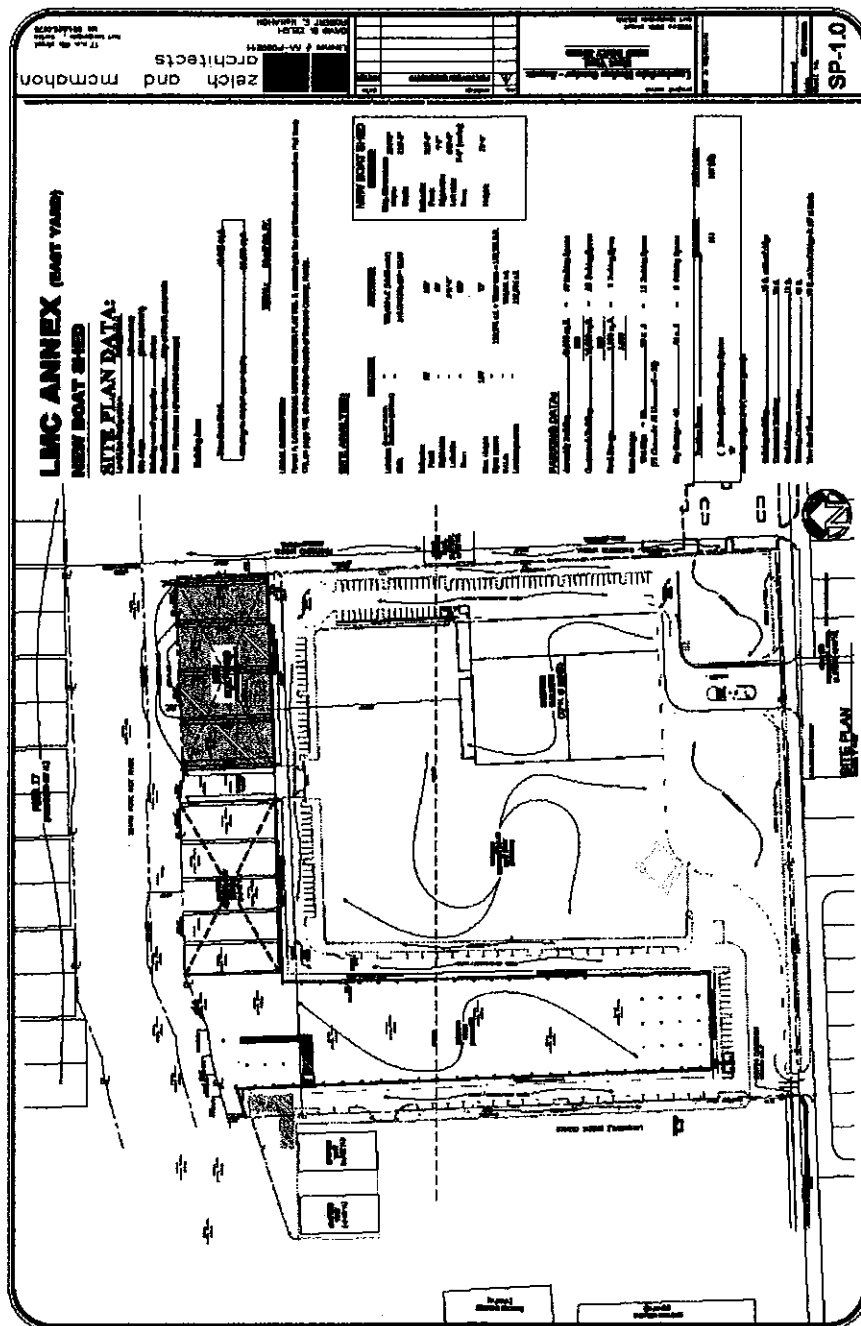
# LAUDERDALE MARINE CENTER

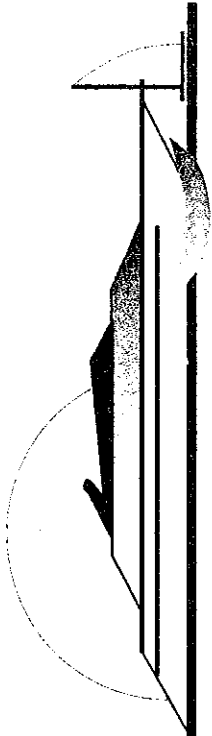
## AERIAL PHOTOGRAPHY ADJOINING FACILITIES ZONING DATA





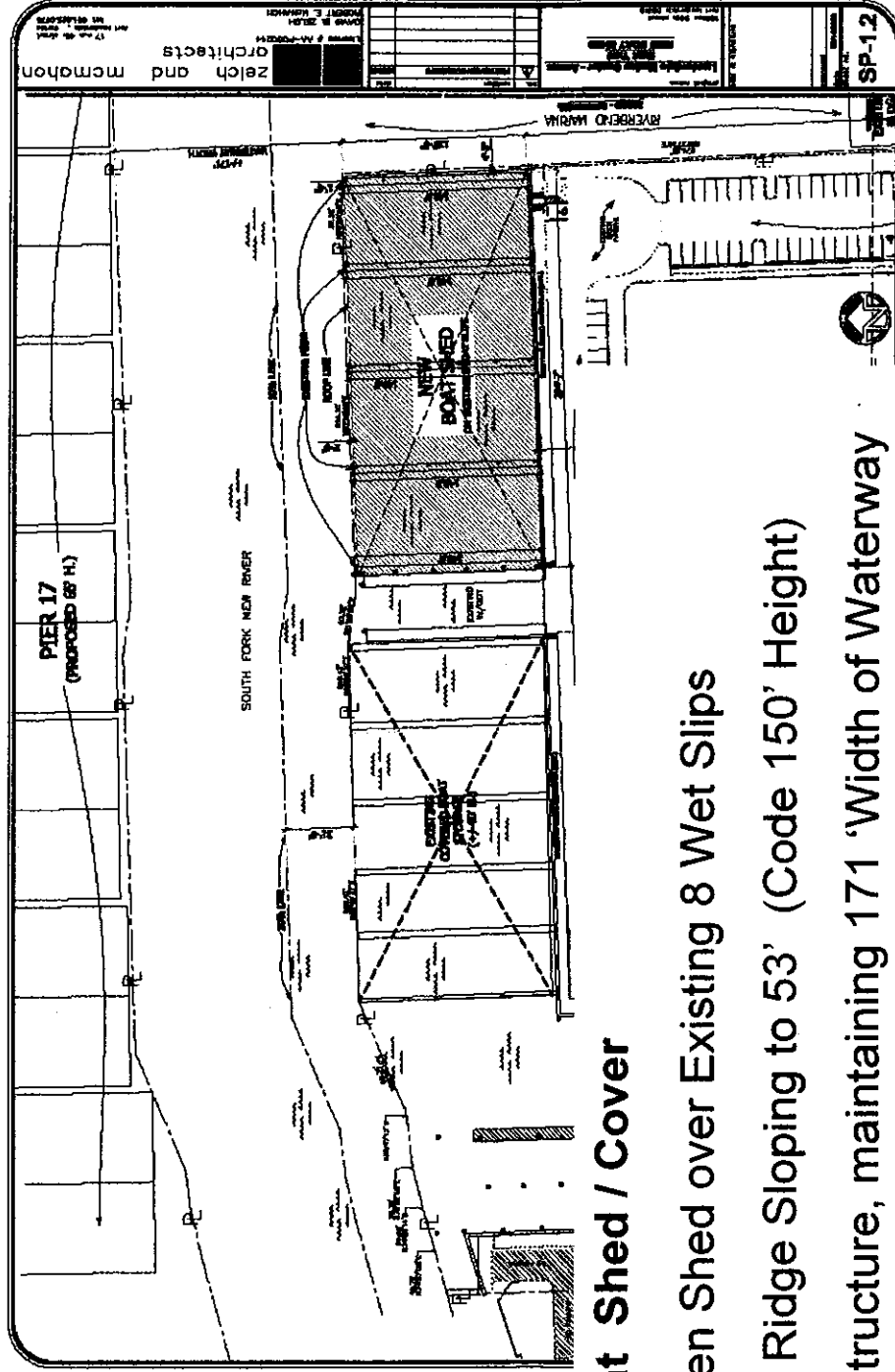
## LAUDERDALE MARINE CENTER





**LAUDERDALE MARINE CENTER**

## PROPOSED BOAT SHED / COVER



### Proposed Boat Shed / Cover

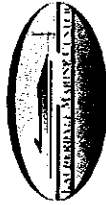
40,947 sq ft Open Shed over Existing 8 Wet Slips

73' Height Roof Ridge Sloping to 53' (Code 150' Height)

294' 7" x 139' structure, maintaining 171' Width of Waterway



**EXISTING SITE  
LOOKING NORTH**



Print# 80428047  
Date: 04/28/08  
Aerial Photography, Inc. 954-588-0484





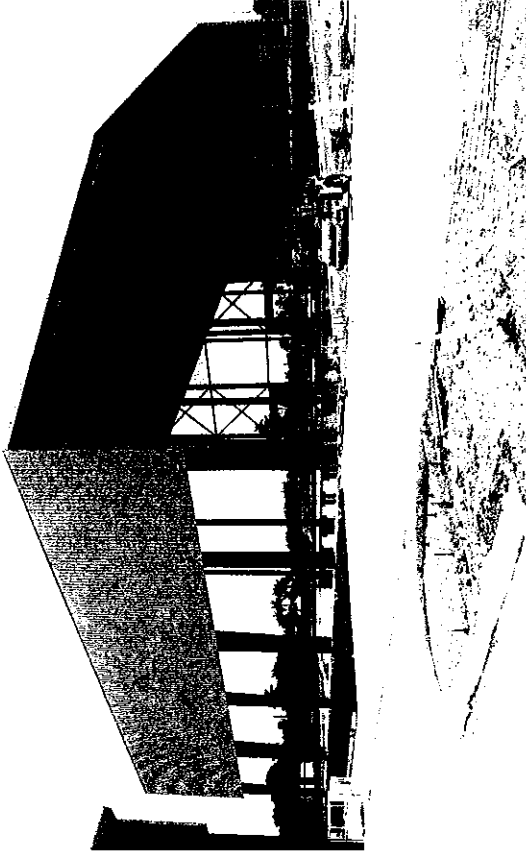
**LAUDERDALE MARINE CENTER**

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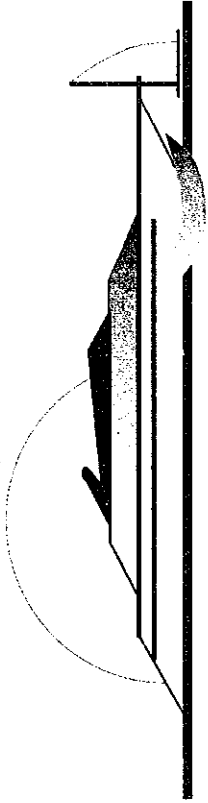
**PHOTO ENHANCED  
WITH SIDING**



Looking – SE



Looking - NE



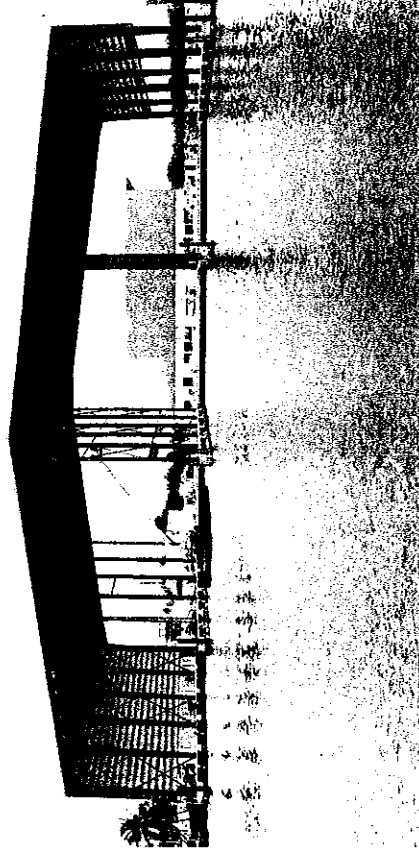
## LAUDERDALE MARINE CENTER

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PHOTO ENHANCED  
WITH SIDING



Looking WEST



Looking - SOUTH



## CLEAN MARINA CERTIFICATION AWARD



STATE OF FLORIDA  
CLEAN MARINA ACT

CLEAN MARINA (150)  
CLEAN BOAT YARD (28)

### Florida Clean Marina Program

Florida Department of Environmental Protection &  
the Clean Boating Partnership recognizes:

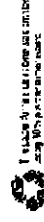
LAUDERDALE MARINE CENTER  
FORT LAUDERDALE, FLORIDA

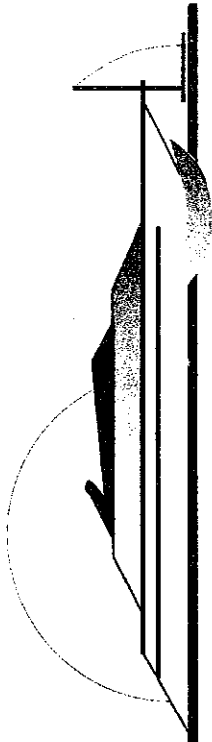
for its commitment to become a designated  
Clean Marina & Clean Boatyard

Michael W. Sale, Secretary  
Florida Department of Environmental Protection

10/23/2007

Date



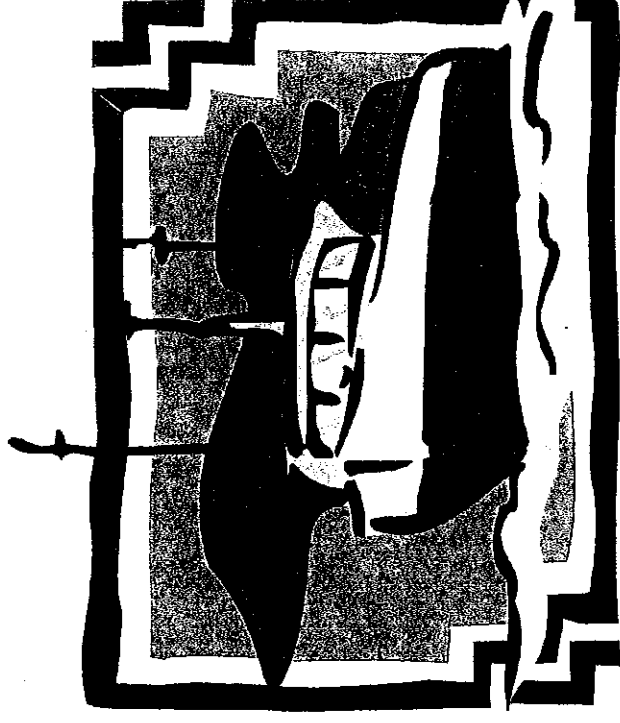


**LAUDERDALE MARINE CENTER**

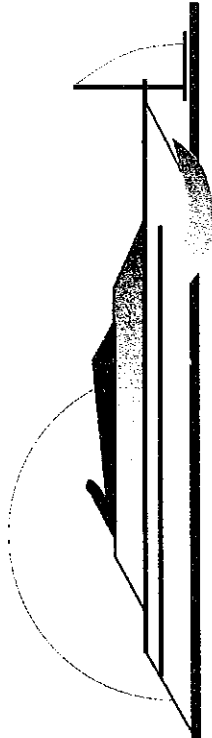
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**COMPLIANCE**

**Broward County**



**Best Management Practices  
For Marine Facilities**



## LAUDERDALE MARINE CENTER

### FULLTIME FACILITY COMPLIANCE OFFICERS:

JIM PARKS

OPERATIONS MANAGER

(40 YEARS MARINE EXPERIENCE)

CATHY PETOWSKY

COMPLIANCE OFFICER

(28 YEARS MARINE INDUSTRY)

### 24 HOUR SECURITY THROUGHOUT PROPERTY

### LIVE ABOARD RESTRICTIONS

### WORK ZONE AND HOURS RESTRICTIONS

### RESPONSIVE TO NEIGHBORHOODS CONCERNS

## ENFORCEMENT

#### WORKING AT LAUDERDALE MARINE CENTER

The following information is provided to make your stay at Lauderdale Marine Center clean, safe, and productive.

##### YARD CLEANUP

We are proud to be a clean yard rule clarification. Our boats are cleaned aboard their vessel. Lauderdale Marine Center will clean when all parties are together.

##### INSURANCE

Lauderdale Marine Center has appropriate insurance.

##### BOAT OWNERS

The vessels insurance members. Adding permanent crew, in the additional crew.

Lauderdale Marine Center has appropriate insurance policies.

##### DAY WORKERS

The tenants at Lauderdale Marine Center according to the following rules.

##### TENANT CONTRACTS

Should you have an agreement with the Lauderdale Marine Center, please refer to the following rules.

##### OUTSIDE CONTRACTORS

Contractors, with permission, may work in the Lauderdale Marine Center.

Please verify that you have the necessary permits and insurance.

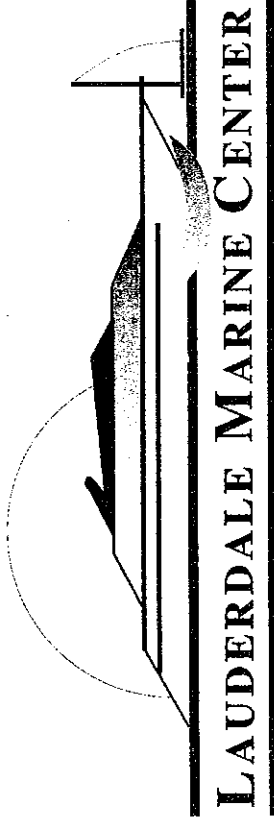
##### HURRICANE PREPAREDNESS

On file at marina office.

##### LAUDERDALE MARINE CENTER YARD RULES

- All work must be done in strict compliance with the BROWARD COUNTY BEST MANAGEMENT PRACTICES FOR MARINE FACILITIES.
- All contractors must register with the yard office and provide insurance, prior to working on any vessel.
- All vehicles will be parked in designated areas or they will be fork-lifted or towed. Keys must be left in vehicles parked in the working yard.
- 48 hour notice is required to schedule launching of a vessel.
- All charges must be PAID IN FULL prior to launching or taking possession of a vessel.
- Customers are responsible for keeping the area around their vessel clean and clear of debris. It is recommended that work areas be cleaned at the end of each day. Vessels will not be launched until the work area is clean. IF LMC DETERMINES THAT THE WORK AREA NEEDS TO BE CLEANED THERE WILL BE A \$300.00 CLEAN-UP CHARGE.
- Owner acknowledges that it is illegal to discharge raw sewage into Broward County waters and such acts are punishable by fines of up to \$15,000, per day.
- Free running water in the yard is not permitted. All hoses must have a shut off valve or spray nozzle. Only biodegradable cleaning products may be used. Cleaning products containing ammonia, petroleum distillates, sodium hypochlorite, or chlorinated solvents, is prohibited.
- Disposal of oil and other wastes must be in closed containers of 5 gallons or less, and brought to the recycle area at the northeast corner of the 2005 building. 55 gallon drums may not be used for waste containment. Owners are responsible to ensure that no oily bilge water releases into the marina waters or the backyard.
- Vessels wishing to do hot work, flame cutting, welding, etc. must notify the yard office to determine if a Marine Chemist inspection is required. A fire watch person is required at all times during hot work operations.
- Spraying and sandblasting is prohibited except by approved contractors of LMC and only in designated areas. Open sanding is not permitted. All sanding, grinding, or other operation that produces dust or grit must be contained by enclosing the work area or by use of dust recovery equipment. The product generated by sanding or grinding will be vacuumed or swept up, bagged and disposed in yard dumpsters. Only after vacuuming or sweeping the work area may the residual dust be hosed into the yard drain system. Spent abrasive blast grit must be removed from the yard by the contractor. Hosing debris into yard drains is not permitted.
- Jack stands and blocking may only be moved by LMC personnel (call office). No use of yard blocking or stands without the Yard Foreman's approval.
- LMC does not provide ladders, rent scaffolding, or lend tools.
- In order for contractors or owners to bring a work vehicle into the working area of the yard a minimum one million dollar policy, naming LMC as co-insured, must be provided.
- Proof of insurance is required for all vessels in the marina and working yard.

JP 10-08-07



**INTERNATIONAL  
PREMIER FACILITY**

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## **PROPOSED BOAT COVER**

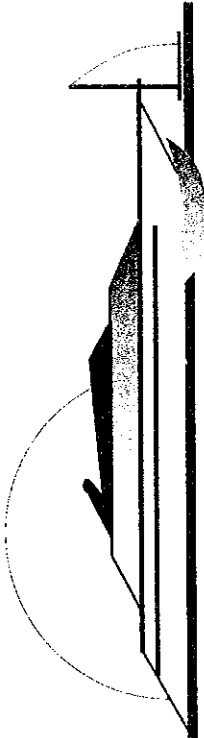
**No Encroachment into Navigational Waterway**

**Does not Present any Safety Concerns for Vessels Operating  
in Existing Waterway**

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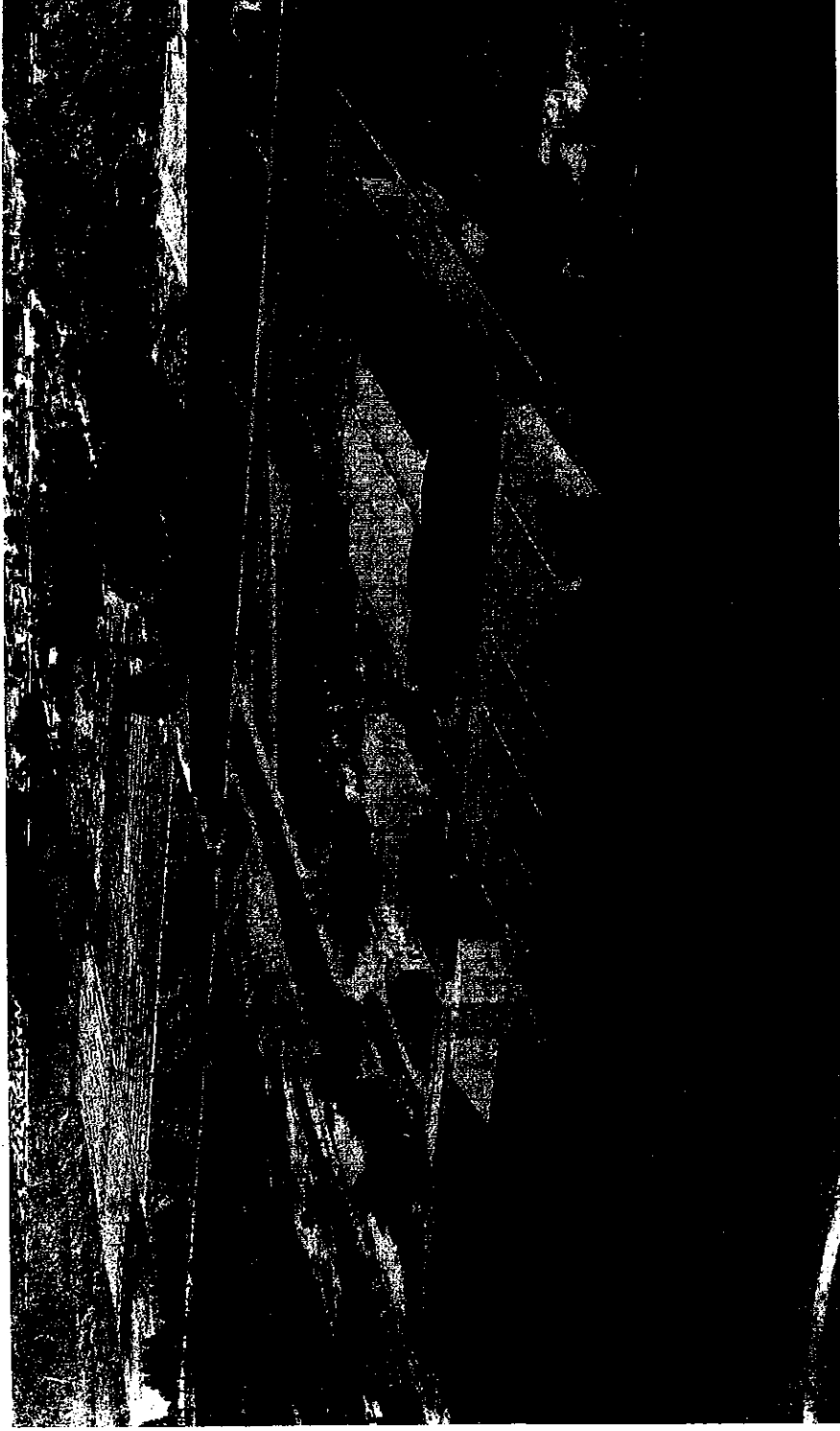
**World Renowned State of the Art Mega-Yacht  
Marine Facility in the City of Fort  
Lauderdale**

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**LAUDERDALE MARINE CENTER**

**1946**  
**MARINE FACILITY**



**DOOLEY'S YACHT BASIN**